

Daily Edmonton Bulletin.

Vol. 2

EDMONTON, ALBERTA, TUESDAY, JUNE 7TH, 1904

No. 132

KURO ON TRAIN

Directs Matters From Portable Headquarters

JAPS CLOSING IN ON PT. ARTHUR

The Investing Force in Two Divisions
Sweeping Along Either Side of
the Peninsula on Port
Arthur

Liao Yang, June 6th.—It is persistently reported here that the Port Arthur squadron made a sortie shortly before dawn on Sunday, the torpedo boat destroyers leading, and found the Japanese fleet unsuspecting the presence of hostile warships, with the result that four of the Japanese ships were sunk during the attack.

Chefoo, June 6th, 2:45 p.m.—The Russian Consul here has received news that a large Japanese vessel has been sunk by a mine off Taiten Wan bay. The news has not been confirmed. Russian reports vary but it is believed it was a merchantman.

London, June 6th.—A despatch to the Central News Bureau from Tokio says a number of promotions for services during the war were announced today, including the advancement of Vice Admiral Togo to the rank of Admiral.

Tien Tsin, June 6th.—Heavy firing was heard at New Chwang this a.m. coming from the direction of Liao Yang.

Tokio, June 6th.—The destroyer flotilla engaged in watching Port Arthur from the eastward reports that at 7:40 p.m. on June 4th a Russian gunboat of the Tiliak type was seen to explode and sink near Chentao Shan. The vessel with another gunboat, a destroyer, and other steamers was evidently engaged in clearing the vicinity of mines. When the explosion occurred the others hurried back into Port Arthur in disorder. Vice Admiral Togo expressed the opinion that the explosion was caused by a Japanese torpedo boat. The name of the gunboat destroyer is unknown but it had been seen before upon several occasions by the Japanese acting as a guard ship at the mouth of the harbor.

Rome, June 6.—A telegram from Tokio says the mobilization of three more army divisions is being hurried forward. The new divisions will operate in Northern Korea and against Vladivostok.

Shan Hai Kwan, June 6.—The Japanese army has begun its advance on the fortifications south of Port Arthur. There are two divisions moving on the westerly side of the Liao Tien Shan promontory and the force on the eastern side, information about which cannot be obtained, is probably twice as strong because of the configuration of the ground. On Saturday seven of the Japanese cruisers began a bombardment of the hill to the north of Wedgehead, driving the Russians from their positions on the plateau, and immediately the Japanese infantry, several thousand on the possession of the heights with little opposition from the sharpshooters who had remained to cover the retreat. The Japanese on Saturday and today were continuously fighting for a position on the steps leading to Wedgehead.

St. Petersburg, June 7.—General Kuropatkin has been subjected to considerable pressure to help relieve the tension at Port Arthur. As called to the Associated Press Saturday, he sent several thousand men on the railroad to see what could be done to impede the Japanese operations. This force, which there is the best reason to believe falls far short of three divisions, not exceeding 10,000 men at the most, is reported to be advancing on the peninsula. Kuropatkin is on board a special headquarters train which is constantly at his disposal, but his trip must be only for the purpose of personally examining the situation.

WHERE ARE THE COLONISTS

No word has been received yet of the large party of British colonists who were supposed to reach Winnipeg last week and to meet whom Dr. Wade went to Winnipeg some time since. Messrs. Wade and Robertson, in the transportation company informed the Bulletin this morning that the party had not yet reached Winnipeg and no trace of them having reached Canada has as yet been received. No British colonists have come in for several days and when the next party will leave for the colony is a matter of conjecture. A few colonists are in town, but not enough to make up a party and they will probably remain here awaiting the arrival of more. The river has been rising steadily for several days and now contains plenty of water for speedy and safe navigation.

COMIC OPERA COMING

The Beggar Prince Opera Co. appear in the rink theatre each night during the fair. The Winnipeg Free Press referring to the company, says: "With two performances to-day, 'The Beggar Prince' opera company closes its nine-day engagement at the Winnipeg theatre."

"This organization has made a most favorable impression upon local lovers of comic opera by reason of its uniformly meritorious production of popular operas. Its repertoire, which has included 'Fra Diavolo,' 'Mascotte,' 'Nellville,' 'Circio Giorla,' 'The Mikado,' 'The Pirates of Penzance,' and 'Said Pasha,' has been carefully presented in the matter of costumes and stage management. The company is so completely familiar with the various operas that not the slightest hitch has occurred in any performance in spite of the frequent change of bill."



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PLANS PREPARED

FOR THE MCKAY AVENUE SCHOOL

Description of the Large Three Storey Building Which it is Proposed to Erect on the Site of the Old School

The plans for the new school which the board proposes to erect on the site of the old McKay avenue school have been prepared by H. D. Johnson, architect and the by-law providing for the raising of the amount required for the erection of the building will be submitted to the ratepayers on June 23rd. The cost of the new building is placed at \$23,000, an additional sum of four thousand dollars being asked for the purpose of fencing the grounds of the Queen's avenue school and carrying out further needed improvements.

The plans for the new school show a plain but attractive building, three storeys in height facing on McKay avenue with side entrances on each of the adjoining streets running south.

The basement of the proposed building will be eleven feet deep and will be divided into playrooms for boys and girls, with rooms for furnaces and heating appliances and arrangements will also be made such that two class rooms can be divided off if required in the future. These would be on the south side of the building, overlooking the valley, the windows being well above the ground, which slopes away rapidly to the south. The floor of the basement will be concrete.

The first floor plan provides for four class rooms, each 26x34 and having accommodation each for fifty pupils, besides wardrobes for the pupils and cupboards for the teachers. The central passage on this floor, leading back from the main entrance to the south side of the building is eleven feet wide, the transverse passage being 9 feet 6 inches in width. Separate stairs for the boys and girls lead from this to the second floor from the centre of the building. On this floor, as on the second floor and the basement a large space 20 feet by 16 feet is provided at the junction of the passages for drills and assemblages of the pupils.

The second floor is a duplicate of the first with the addition of teachers' and principal's rooms, each 9 feet 6 by 10 feet, located one at each end of the cross hall, from which they will be divided by glass partitions. Over the main entrance on this floor provision is made for a room 11 by 15 to be used as a library.

The third floor contains an assembly room the full size of the building and fourteen feet in height, lighted by dormer windows on each of the four sides. This room could also be divided into class rooms later on if required.

The building which is 72 by 80 is of the Renaissance style of architecture, constructed of pressed brick with stone trimmings. The main entrance projects from the building with pilasters with moulded stone bases and carved capitals, the tops on either side being divided in the same manner between the windows. The main entrance is provided with stone piers and surmounted by a moulded arch with key stone.

The heating and plumbing arrangements are the latest being applied to schools throughout the United States and Eastern Canada. The rooms will be heated by the direct indirect steam system, arranged so that the heat in any room may be turned off or regulated independently of the other rooms. The ventilation plan provides for three complete changes of air in each room every hour. Registers will be located in each room and in the corridors wherever necessary. The fresh air flues in the basement will be heated by coils.

The lighting of the building throughout is such that the light will fall from the left hand side of the pupils.

Increasing Railroad Fatalities

Scientific American:

The latest accident report of the Interstate Commerce Commission opens with a statement of the number killed and wounded on the railroads of the United States during the last quarter of 1903, which, in its bald and succinct enumeration of losses, reads not unlike a statement of killed and wounded sent from one of the battlefields of the Far East. There is one striking point of difference, however, and that is that the casualties, although the record covers only three months, far exceed in magnitude the total number of killed and wounded since the opening of the Russo-Japanese war. We give the opening sentence of the report in the exact words in which it describes what is at once a supreme national tragedy and an abiding national disaster:

"The number of persons killed in train accidents during the months of October, November and December, 1903, as shown in reports made by the railroad companies to the Interstate Commerce Commission under the 'Accident Law' of March 3, 1901, was 446, and of injured, 5,178. Accidents of other kinds, including those sustained by employees while at work, and by passengers in getting on and off the cars, etc., bring the total number of casualties up to 14,485, or 1,166 killed and 13,319 injured."

We have not the figures for the total number killed and wounded thus far in the eastern war; but we think it is pretty safe to say that the grand total will fall considerably short of 14,485; and, mark you, these statistics cover but ninety days, which is about three weeks' less time than the present duration of the war.

This record for the last quarter of 1903 has certain features which render it distressingly memorable. It includes the worst passenger train accident, judged by the number of fatalities, that has occurred in this country for fifteen years, and it records also six terrible accidents, which caused among them 106 deaths and 196 injuries, in consequence of which the present Bulletin contains the greatest number of fatalities of any published since the Interstate Commerce Commission began to gather these statistics. Indeed, the number killed in this three months is more than three times the average number killed during the nine preceding quarters. Only four other train accidents have occurred in this country which have caused as many deaths as that which took place last year in Pennsylvania when 65 people were killed. One of these occurred in 1898 at Mud Run, Pa., when 66 people lost their lives; another was the disaster at Chatsworth, Ill., in 1887, when 85 were killed; then in 1876 there were 80 deaths by the collapse of a bridge at Ashtabula, Ohio; the other accident exceeding the recent disaster in the number of killed was that at Camp Hill, Pa., in 1856, when there were 68 fatalities. Although the large increase in fatalities during the period now under review was caused by a few extremely disastrous accidents, the huge total for the quarter of nearly 15,000 casualties represents an enormous number of collisions and derailments, 1,832 of the former and 1,179 of the latter, making a total of 3,011 accidents in a single quarter of the year.

The report gives some details regarding the most fatal of the accidents, and the quarter in which the blame is to be placed. From this it appears that the derailment that occurred on the Pennsylvania railroad, with 65 fatalities, happened to a passenger train which, when running at 45 miles an hour, struck some heavy timbers which had broken loose from a lumber car and were projecting over the adjoining track. The cause of the accident is reported as "carelessness on the part of employees of the lumber yard in not selecting stakes of good quality and size to make the lead secure, and failure of the car inspectors to detect this defect." Another collision, resulting in the death of 32 passengers, was blamed to "negligence on the part of the men in charge of both the trains involved." The foremost train, which was behind time, was standing in the station and an express was due. The rear flagman waited until he had assisted the passengers to alight before he went back to give warning, and then had only gone back 200 feet before the express was upon him. The engineer of the express could have seen the local train's red lights on the last car at a point 2,830 feet to the rear. Another collision, in which 18 were killed, was due to the fact that in a heavy storm of wind and snow, a signal light had been extinguished. Here the blame was on the engineer of the colliding train for not coming to a stop to learn why the light was not burning. In two other collisions involving the loss respectively of 17 and 16 people, the first was caused by failure of the brakeman to flag the following train, and the other by the conductor and engineer of a passenger train disregarding the rule to run through a yard with speed under control, with the result that the train collided with a switching engine. And so the record runs, the collisions being due almost invariably to neglect or carelessness on the part of the employees. This would seem to indicate that the fault is to be charged to the human element more than to the materials of modern railroading. Or in other words, if we would seek for the explanation of the enormous excess of accidents in this country over those of European systems, we must look for the explanation more in the temperament of the people than in the character of the roadbed, rolling stock and regulations.

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TUESDAY, JUNE 7th, 1904.

THE TRANSCONTINENTAL RAILWAY

The news that the Transcontinental Railway Bill has finally passed the House of Commons will be received with pleasure and a sense of relief throughout the Northwest. Although the bill has not yet become law and will not until it has passed the Senate, the fact that it is a government measure and that the government now has a substantial majority in that body, ensures its final passage sooner or later. Its third reading in the Commons so fully ensures the passage of the bill that it will add dollars to the value of every acre of land throughout the Territories and improve the prospects and credit of every business enterprise within their limits. It is the finish of the railway monopoly which was saddled upon the country by the legislation of 1881, and which has been a dead weight and a drawback to its prosperity, ever since.

Twenty-three years is a long time to wait for relief from conditions which should never have been imposed; it is a long time in the life of a man, but a short time in the life of a nation. Many of the Northwest with the saddling of the Canadian Pacific monopoly have passed off the stage of life, but although their places have been taken by others the victory is theirs as well as of those who lived to see it and to actively assist in winning it. It is with some pardonable pride and satisfaction that the Bulletin is able to chronicle in the year 1904, the final overthrow of the railway monopoly which it opposed in 1881. Although its efforts in the cause of railway competition have been humble, they have been unremitting, and whether or not they have actually contributed to final success there has never at any stage of the game, in rain or shine, in good times or bad, through good or evil report, been any question as to which side the Bulletin was on. It may, therefore, be pardoned for this personal reference on this great occasion.

If the Northwest is the country we believe it to be in area and resources, it offers opportunity for the application of industry and the investment of capital to a degree that places the question of its railway facilities and their character in the position of first importance. The fact that we have been dependent for so many years on only a single railway company, subject to the policy, or possibly the whim, of practically one man, has been the greatest impediment to the investment of capital and industry in Northwest enterprises for the past twenty years. When the farmer, the business man or the miller undertook the investment of his means in the Northwest, he knew that he was absolutely at the mercy of a single railroad corporation, whose history did not contradict the axiom that corporations were as completely without scruples as they were without bodies to be kicked.

It is nothing against the Canadian Pacific Railway or its management, that, having a monopoly it used, or even abused, its position. It is nothing to the credit of the Grand Trunk Pacific, that, being in competition with the Canadian Pacific, the people of the Northwest are absolutely assured of better railway arrangements than they could possibly expect under the previously prevailing conditions. Give the Grand Trunk Pacific a monopoly as the Canadian Pacific had and the result would no doubt be the same. But the closing of the Grand Trunk Pacific bargain is not giving a monopoly to the Grand Trunk Pacific, it is providing mutual

competition between the two great railway systems of Canada throughout the length and breadth of the Northwest—competition that could not under existing circumstances be arranged with any other company, or even by government construction itself, as effectively as it necessarily must be under the present arrangement with the Grand Trunk and Grand Trunk Pacific.

Had the government continued the principle of a government owned line from Winnipeg to the Pacific coast, such as it has adopted for the line from Montreal to Winnipeg, there would have been of course, effective competition and ample accommodation along that line and for a measurable distance, say, 20 miles, on each side of it. But a belt of twenty miles lengthwise of the territories receiving railway facilities and competition would not be the development of the whole of the territories, or the giving of competition to all important points in the territories. A government line from Winnipeg to Edmonton by way of Peace river to Fort Simpson would be a great enterprise and of tremendous advantage to the country it served, but it would not serve the country at greater distances from such line, and particularly it would hold out no hope of competition to the important centres of trade already established in the Territories on the Canadian Pacific main line and its branches.

For while the principle of government ownership might very well be applied to the building of a trunk line from ocean to ocean, if it were carried further and the principle of entering into competition with other corporate enterprises were adopted, either these corporate enterprises would be put at a very great disadvantage, or the government would be compelled to buy them out and adopt the principle of government ownership in regard to all railways, a proposal which no one has yet suggested, and that no one will suggest that the country is likely to be ready for for many years.

By providing a government road from the Atlantic ports to Winnipeg, and by entering into the present arrangement with the Grand Trunk and Grand Trunk Pacific, the capital, the energy, the enterprise, and the business management of the most progressive railway company in Canada and one of the greatest railway enterprises on the continent of America is brought effectively into the Northwest to compete at every point where business is to be done with existing railways, or railways yet to come into existence, so it does compete throughout the provinces of Ontario and Quebec and in some of the adjoining states of the Union. Any railway policy for the Northwest that would stop short of competition at all points would be only a half measure. In this particular, as in its ocean to ocean character, the Transcontinental is certainly no half measure. The agricultural sections of the United States depend for their prosperity upon the railway rates and facilities which they receive through unlimited competition. The Northwest is as well able to support competitive railway systems as any of the States of the Union, and needs the benefits of railway competition as much as any of those States. Nothing short of effective and universal competition would meet the case, as it is being met.

The construction of the road from Montreal to Winnipeg as a government work upon which the Grand Trunk Pacific must pay interest on the cost, is an advance in the principle of government ownership of railways, which the most ardent advocate of the principle in Canada could not have expected to see two years ago. By the construction of this section as a government work and under the conditions provided, extension of the Intercolonial to the prairies is absolutely provided for and as well an eastern outlet for the Canadian Northern without which that system can scarcely be ultimately profitable, and must always be subservient to some extent at any rate, to the distasteful of the railway which holds the only Canadian route to the West. By the building of this line the Grand Trunk with all its large eastern connections is introduced into the Northwest, the Intercolonial is extended to the prairies, and the Canadian Northern gets an outlet to the Eastern seaboard at an absolutely minimum expense.

It is no secret that Canadian Northern interests have been very bitterly opposed to the Transcontinental railway scheme, but it is not because the Canadian Northern is not thereby put in a position of advantage which it could not otherwise hope for, but because it has not been left in absolute possession of the field in the northern part of the Territories. The government road is as much for the use of the Canadian Northern from

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Winnipeg to Montreal as for the Grand Trunk Pacific. The Canadian Northern has been projected to reach Edmonton, and from Edmonton to the coast, in the hundreds of miles which lie between Vancouver and Port Simpson, there is as much room and opportunity for a Canadian Northern railway from Edmonton to the Pacific as there is for either the Grand Trunk Pacific or Canadian Pacific. With three competitive railways operating throughout the Northwest and British Columbia as the result of the government's Transcontinental policy, the railway situation has been absolutely reversed and instead of absolute monopoly we will have the most thorough competition, under such government supervision and control as absolutely prevents the possibility of combination between the several railway companies in order to keep up rates. This is a principle that is worthy of support, a leap in advance in the conditions and prospects of the Territories which must be supported by every man in them unless he wishes to do himself harm.

It is necessary for our people to remember that in Canada as in all other self-governing countries, the people rule. And that what parliament has done parliament can undo. That although the bargain with the Grand Trunk Pacific has been made in good faith on both sides, and the company has given security to the amount of five millions of dollars in cash for the completion of its share of the bargain, that in the construction of the road from Winnipeg to the coast there is no way in which the government can bind itself or the country to complete the government section from Winnipeg to Montreal. If for any cause before the railroad is completed, a government should be placed in power not in sympathy with the carrying out of this bargain, it need not be, and no doubt would not, be carried out. If the people are minded to have a Transcontinental railway completed within the next seven years, they must remember that the work can only be carried to completion if it is the policy of the government that it shall be, and therefore, it is for them to see to it that the government whose policy it is to build the railway is maintained in power, at least until the railway is built. This is not a political question to the people of the West, but a business question of most vital importance. Confidence has been given to values in

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Continued on Page Four.

THE TRANSCONTINENTAL RAILWAY

Continued From Page Three.

the West by the third reading of the bill. No doubt the future will be largely discounted, and unless the future is realized and realized within the time specified, there will necessarily be a fall back in estimated values which will mean not thousands but millions to the people of the West. They above all others in the Dominion cannot afford to take chances on the early completion of the Transcontinental railway by permitting the accession to power of a party bitterly hostile to that railway as it has shown itself to be during two sessions of parliament, and pledged up to the hilt to the maintenance of the monopoly of the Canadian Pacific Railway, prepared to support that monopoly by every means and to any extent.

Gazette Notices

The current issue of the Northwest Territories Gazette gives notice of the following appointments in Alberta.

Justices of the Peace: P. J. Flynn, Athabasca Landing; J. W. Shutt, Egg Lake; J. R. McIntosh, Dinwoodie.

Notaries Public: W. A. D. Lees, Edmonton; M. S. McCarthy, Calgary.

Issuers of marriage licenses: J. Holgate, Carstairs; H. S. Steele, Olds.

Game Guardians:

John B. Mercer, of Edmonton, Alta. A. E. Voyer, of Edmonton, Alta.

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John Flynn of Athabasca Landing, Alberta.

James Tough, Edmonton, Alta. Rev. Eberhardt, Stony Plain, Alta.

B. Butchart of Stony Plain, Alta. J. R. Trotter, Astleyville, Alta.

James Jensen, Kneehill, Alberta. C. Thompson, Red Lodge, Alberta.

F. W. Archer, Invermay, Alberta. Howard E. Leithbridge, Alberta.

Harry Withers, Lethbridge, Alta. Parney Hunsford, Markerville, Alta.

A. W. Fleming, Heather Brae, Alberta. A. H. Barnard, Rossmore, Alta.

A. R. Dickson, of Wetaskiwin, Alberta. H. H. Campkin, of Indian Head, Assiniboia.

James Inkster, Strathcona, Alta. Geo. W. Robertson, of Vegreville, Alberta.

A. M. Erskine, Dentley, Alberta. Walter S. Robertson, of Edmonton, Alberta.

The village of Okotoks has been incorporated as a town, also the village of Battleford.

Penhold has been established as a village.

A new school district has been formed in the Vegreville district, Samuel Bronken being the senior trustee.

Among the school districts empowered to borrow money are the following:

Airdrie school district, \$1,000; J. S. Hawley, Airdrie, Treasurer.

East Lynne school district, \$1,000; G. T. Campbell, Heather Brae, Treasurer.

Twin Butte school district, \$800; E. Hillier, Yarrow, Treasurer.

Kimball school district, \$2,500; Magnus Holm, Kimball, Treasurer.

Notice is given of the incorporation of the Saskatchewan River Trading and Transportation Company, Limited, and the North Alberta Land Company, Limited.

A Gruesome Accident

Regina Standard: Little did F. S. Read as to what about his work on the C.P.R. at Pasqua yesterday, think that death was near, and yet such was the case, for, though appearing well and healthy he was taken from home and friends in a horrible way. Income unexplainable manner he slipped and fell under the wheels of the freight train to which he was attached, and had his life crushed out by the wheels of a car passing completely over his body and severing it in two.

There is an air of mystery about the accident to which there can be only one explanation and that will be buried with the now lifeless body. The last heard of him alive was as he passed between the cars to do some coupling. He must have slipped and severed his footing and before he could recover his balance, the car had passed over him. So complete was the cut, that the watch in his vest pocket was still going and uninjured while money in his pants pocket was also still intact, with one part of the body lying on either side of the rail.

Deceased was a young man of eighteen years, the only child of Marcus John Read, Carleton Place, Ont., and

was the nephew of Mrs. John M. Young of this city, and Mrs. Walter Scott, who is now in Ottawa.

The accident is especially sad in view of the fact that he had been three years in the employ of the railway and had just been offered a conductorship and was about to accept that responsibility, when death cut short his career.

The body was taken to Moose Jaw and his parents have been commuted with as to its disposal. In all probability it will be sent east for interment.

CUSTOMS RETURNS

Following is a comparative table showing the customs receipts at the port of Edmonton for the month of May, just passed and for the same month last year:

| | 1904. | 1903. |
|-------------------|------------|------------|
| First week | \$697.85 | 447.63 |
| Second week | 990.02 | 1596.77 |
| Third week | 551.62 | 316.37 |
| Fourth week | 1,926.70 | 927.00 |
| Total | \$4,165.25 | \$3,287.77 |

CARPENTERS' UNIONS FORMED

W. Dehl, organizer, for Manitoba and the Territories for the Carpenters' International Union, returned on Friday from a five weeks' trip along the main line in organization work. Unions were formed at Regina, Moose Jaw and Medicine Hat. The weather in the southern points was colder than that indicated by the meteorological readings for Edmonton for the same period. May 24th in Winnipeg was very cold.

MIDSUMMER EXAMINATIONS

The Department of Education announces that final arrangements have been made for the annual midsummer examinations. The examination for Standard V. pupils will be held at their respective schools, commencing on Monday, June 27th. The following centres have been selected for the examination of Standard VI. VII and VIII candidates, namely: (New) Yorkton, Moosomin, Whitecourt, Grenfell, Qu'Appelle, Regina, Moose Jaw, Medicine Hat, Lethbridge, Calgary, Red Deer, Lacombe, Strathcona, Edmonton, Battleford, Prince Albert and Saskatoon. These examinations commence at 8.45 a.m. on Monday, July 4th, and continue for nine days. In this year's time table provision has been made whereby candidates wishing to write on the language papers—Latin, French and German—will take these on the last three days of the examinations.

SEED OATS.

To clear out balance on hand our Board have instructed Messrs Potter & McCullagh and the Dowling Milling Company to sacrifice and sell at

60c. per Bushel

instead of 75c.

F. FRASER TIMS,

Secretary Treasurer,

Edmonton Board of Trade

d-139-tf

To the Public

Having sold my dental practice and good will with Dr. Lowther and Robertson, I wish to thank my numerous patients for their patronage in the past and ask them as a matter of personal interest to extend the same to my successors as I consider they have no equals in the West and few superiors anywhere. Dr. Lowther has been associated with me for some time both here and in the East. If a brilliant college course in one of America's greatest dental schools, if honesty, sobriety and skill count for anything, then I have no hesitation in recommending Dr. Lowther and Robertson to my friends. Sincerely yours,

A. A. MacINTYRE, D.D.S. D.D.S.

D-120-148-pd

NOTICE

The French Coach Horse

Paladino

(2186)

will stand for service during the present season at the following places: Edmonton—Monday, Tuesday and Wednesday.

Halfway House—Thursday. Ft. Saskatchewan—Friday and Saturday.

For further particulars apply to Calhoun & Ferguson's barn, Edmonton or at Fort Saskatchewan.

D-135-110-c

WANT ADS

Wanted, Lost or Strayed, Found, To Rent, For Sale, Etc.

WANTED

SERVANT GIRL WANTED.

Good servant girl. Apply to Mrs. Miller, Fourth street west.

D-114-tf

WANTED.

General servant girl. Apply Mrs. Miller, Fourth street west.

D-114-tf

WANTED.

Good general servant. Apply Mrs. Braithwaite, Third street west.

d-128-tf

WANTED.

A good general servant. Apply to Mrs. Blouey, Second street two doors south Alberta College.

D-123-tf

Wanted.

Woman to do general house work. Must speak English. Good wages. Apply Mrs. Gilmer, 5th street west, south of Jasper avenue.

D-125-tf

ROOMER WANTED.

Sitting room and bed room for gentleman on Eighth street, west end. Enquire M. D., Bulletin Office.

D-124-pd

WANTED.

To rent by July 1st comfortable house; not less than three bedrooms and bath, electric light preferred. Apply to J. St. Clair Blackett.

d-126-tf

TEAMS WANTED.

Wanted teams for work on railway construction at or near Battleford. Work until the frost comes out. Highest wages paid. Apply on the work.

M. McElroy.

d-128-174-pd

WANTED.

Young man with \$300 to take half interest in and act as manager of outfit paying business that will bear investigation. Investment secured. For particulars apply to Box 9, Bulletin Office.

d-128-138-pd

WANTED.

A smart experienced salesman for the grocery department, age about 25, with knowledge of French preferred. Apply personally, Revillon Freres.

D-124-pd

WANTED.

Work at carpentry by man competent and willing to keep books after hours. Apply to P. Q., Bulletin Office.

d-130-135-pd

SITUATION WANTED.

A book-keeper wishes a position. Would prefer a good deal of manual labor in addition to bookwork. Apply to R. F. Bulletin Office.

d-130-135-pd

FOUND

FOUND.

If Mrs. Ward of the Immigration Hall will call at the Bulletin Office she will receive the purse she lost.

Office.

FOUND.

A gold chain and locket found on the street has been left at the Bulletin Office for the owner to claim.

d-102-tf

FOUND.

A gold ring bearing Masonic insignia. Loser may have same by paying for this ad at the Bulletin Office.

d-109-tf

FOUND.

One buckskin cayuse, white forehead, brand R on right shoulder, and a bay stallion 2 years old, one white hind foot; one sorrel mare white face, silver mane and tail. Apply to Hazelwood dairy for further particulars.

D-121-126-pd

FOR SALE

FOR SALE.

Firewood, edgings and slabs for sale. Apply D. R. Fraser & Co's saw mill.

d-107-tf

FOR SALE.

Hardware business in a growing town on the Calgary and Edmonton railway. Good reason for selling. Apply by letter E. J., Bulletin Office, Edmonton.

D-121-tf

FOR SALE.

Good top buggy and light double harness and two light dogs. Apply to W. McSutherland, Cushing's mill.

d-130-141-pd

FOR SALE.

A registered shorthorn bull, two years old. Apply to J. B. Lubbock's livery stable.

D-121-55-c

FOR SALE AT COST.

New first-class upright piano for \$20 cash; ordinary price \$45. Also good Concord guitar at lowest figure. Apply to A. E. Voyer, Edmonton.

D-135-110-c

TO RENT

TO RENT.

A storehouse. Apply to the Perfect Clothing Co.

d-109-tf

FOR SALE.

Large piece of land in centre of town, 64,180 feet, particularly suitable for livery barn, cold storage or warehouse. For particulars apply Bulletin Office.

d-81-tf

ROOMS TO LET.

Office rooms to let in the Bulletin Block. Apply at the office.

d-11-dh

TO RENT.

Five roomed house with good cellar, on Jasper avenue west, hard and soft water. Apply to O. N., Bulletin Office.

D-124-tf

TO RENT.

The building known as the Eikhorn Hotel, south end of the bridge between Edmonton and Strathcona. Apply to Jos. Brunelle & Son, Edmonton.

D-11-138-pd

TO RENT.

Large building for rent, suitable for store or boarding house, in a good locality. Apply to Jos. Brunelle & Son's office.

D-11-136-c

LOST OR STRAYED

LOST.

Small gold bracelet and locket found on the street has been left at the Bulletin Office for the owner to claim.

d-11-tf

LOST—\$5 REWARD.

A dark brown horse, white on both hind legs, white star on forehead, and weighs about 1400 lbs. Strayed last Sunday from 7th street and Kinsland.

Kauger, Edmonton.

D-118-133-pd

STRAYED.

Two year old buckskin mare colt, all black points, came to the premises of the undersigned about January. Owner is requested to pay expenses and take the animal away. O. J. Arnold, Namsco, Sec. 36-50-25.

d-102-tf-c

LOST.

A watch between the St. Elmo hotel and the fire hall. Finder return to Bulletin Office. \$5.00 reward.

d-131-tf

LOST.

\$5.00 reward for information leading to recovery of a sorrel mare branded S on right flank white star on forehead, open wound on right hind foot. Also grey horse branded A N on top of rump. B. F. Andrews, Edmonton.

D-121-132-pd

LOST.

Bunch of keys on ring with round brass tag stamped G.P.S. Finder return to Bulletin Office.

d-131-tf

MISCELLANEOUS

WILLIAM BEST, Accountant, Auditor, Edmonton. Books written up. Balance sheets prepared. Limited Liability Company work a specialty. First-class certificates.

A TIME FOR ALL THINGS.

The best time to try Clark's delicious Pork and Beans is when you're hungry. It's a real food. Wm. Clark, manufacturer, Montreal.

HORSE BREEDERS.

Vero, the French coach horse. Anyone wishing particulars apply to J. Watson, president, or to Alberta stable, or to J. A. Appley, secretary, Horse Breeders' association, Edmonton.

d-76-tf

WARNING

To bicycle riders. Bicycle riding is absolutely prohibited on the sidewalk. Anyone driving furiously over street crossings will be prosecuted.

By Order,

d-95-tf

CHIEF OF POLICE.

NOTICE.

Dr. Roy, who returned home recently from Paris, where he has been for the past year studying in the hospitals, is now prepared to treat especially all diseases of the eye, ear, nose and throat. Dr. Roy will hold his consultation at his office from 2 p.m. to 5 p.m. every day.

d-120-132-pd

FOR SALE.

A general merchandise store doing a paying and increasing business in one of the best farm and stock communities. A person with \$5,000 cash can secure a bargain in this as the owner has other business and is compelled to sell. Enquire of A. Loggia, Edmonton, or address General Merchant, care of Bulletin Office.

d-120-132-pd

NOTICE.

Dr. Park, Physician, Surgeon and Accoucheur, a Post Graduate of the New York Polytechnic Medical School and Hospital, has opened an office at his residence, Fifth street, H. R. B. (north) close to Main street. Office completed. Telephone No. 297. Edmonton, Alta.

WELL WORK

New one dug or old one fixed up. Dig 3 and 2 feet holes. All work done quickly and up-to-date. Call on write E. Keppart, well digger, between Fifth and Sixth street, on Namsay avenue, Edmonton.

E. KEPPART,

Well digger.

Tenders

Will be received by the undersigned up to 10th June, at noon, for the renting of the large dining hall during the coming fair, on 30th June, 1st and 2nd July. Price of meals in it, or any other place where meals alone are served, will be 50 cents.

APPLICATIONS

Will be received now for spaces for those wanting to make exhibits in the Exhibition Hall.

FOR SALE

Booths under grand stand, spaces outside of grand stand. Prices for booths and spaces will be the same as last year. A cash deposit of one-half the cost must be made before any application can be entertained, the other half to be paid when called on by the Association.

F. FRASER TIMS,

Secy.-Treasurer.

GRAND TRUNK PACIFIC HAS ARRIVED

WHERE?

Why! W. H. MARTIN & CO. have just received a car of Grand Trunks and Pacific, Gladstone and Club Bags. Also suit and telescope cases.

They are the finest I have seen yet and cheap

Look in a d.s.s. for yourself

There's a Reason

the trade we are doing in

Oilcloths
Linoleums
Carpets
Curtains
Draperies

and all house furnishings

Oilcloths That Wear
Linoleums that last a
Generation

All widths, 1-2 yard to 4 yds.
Handsome Designs
Attractive Prices

See our Japanese Fibre
Carpet. Just the thing for sun,
mer floor coverings, wainscoting,
etc. Strong and Durable—
and in beautiful designs. Made
of twine and the toughest kind
of fibre.

Have you seen our

Cork Mats

for putting in front of wash-
stands etc? You will want one
when you see them

\$1.00 to \$1.50,
Last for ever

THE
HUDSON'S
BAY
STORES.

AUDITOR GENERAL

AND HIS POWERS DISCUSSED

The Ottawa Electric Co. Wants Power to Purchase Shares or Stock of Other Companies

Bulletin Special Dispatch.

Ottawa, June 6.—From 2 o'clock to 9 today's session a private bill respecting the Ottawa Electric Company occupied the attention of the House, giving the company power to purchase stock or shares of other companies. Finally a motion to refer it back to the private bills committee was carried on a vote of fifty to forty-seven.

A debate then arose on the proposal by Lennox, Conservative, to enlarge the power and authority of the Auditor General. Haggart, Conservative, ridiculed the proposition, and pointed out that if responsible government is to prevail, we cannot afford to place the government power in the hands of an irresponsible official.

The Premier in a careful speech argued that the Audit Act goes as far as endorsing the Auditor General with power as it is wise to go. The debate lasted until after midnight.

NEWS OF THE WORLD

IN BRIEF PARAGRAPHS

Condensed Dispatches Dealing With the Day's Most Important Happenings.

Bulletin Special Dispatches.

Winnipeg, June 7th.

In the House yesterday several amendments to the Railway Act were introduced.

The C.P.R. has gained an entrance into New York City.

Metal works employing 1000 men will be established at the Soo.

Winnipeg building permits this season have passed the \$3,000,000 mark.

The army of caterpillars which devastated northern Washington has invaded British Columbia.

The contract price for the C. P. R. terminal buildings in Winnipeg will be about \$1,250,000.

It is rumored in St. Petersburg that the United States will cede the Philippines to the Japanese.

The Tibetans attacked Col. Youngblood at Lallah and were repulsed with the loss of eight killed.

Several Japanese vessels are reported to have been sunk in a sortie by the Port Arthur Russian squadron.

The United States Government desires to establish joint fish hatcheries with the Dominion to foster the salmon.

In the presence of two witnesses one Italian murdered another between Port William and Port Arthur and escaped into the bush.

TEACHERS' INSTITUTE

AT PORT SASKATCHEWAN

Teachers of the District Gathered at the Port Occupy Leisure Hours at Tennis Matches

Bulletin Special Dispatch.

Port Saskatchewan, June 7th.—The Teachers' Institute is now in progress here about thirty teachers from the surrounding district being present. Some very instructive discussions were held with yesterday and in the evening a tennis tournament followed. Two good matched games were played: first Regina vs. Edmonton. McCaul and Bonnett played for Regina and Perrett and Johnston for Edmonton. The latter won by a close call. Second, Port Saskatchewan vs. Edmonton. B. C. Deasum and Rev. G. Deasum played for the Port and Perrett and Johnston played for Edmonton. Great interest was taken in the sport and these were the best games played on the Port Saskatchewan courts this season. J. W. Hobbs acted as referee. His decisions were very accurate which was most satisfactory to both sides.

To Rush Track Laying

Free Press: Mr. S. R. H. Robinson, ing and track laying on the main line of the Canadian Northern from the present end of steel, to Edmonton, is in the city, registered at the Mariaggi. Mr. Robinson is very busy making all arrangements for the commencement of work. Some thirty or forty work cars for housing his men are being got ready in the shops here, and when these are completed, probably on Monday, Mr. Robinson will go out with a gang of three hundred men to begin his contract. Supplies are now being shipped in to the present end of the track under the operating department at Kamseck, but the actual end of the steel is twenty miles beyond that point. The bridge building contract has been sub-let to Mr. J. H. Kelth, who will begin work at once.

Mr. Robinson is making preparations to rush the work. He has a Roberts' track laying machine on the way out which will be used, if not more than two miles a day are required to keep up with the graders. If a greater speed than this is required, he will use iron cars and bring in teams to haul his ties, and lay three miles of steel a day. The machine lays track more cheaply and conveniently than is possible by the old method, but its capacity is limited to two miles a day. This machine, which is attached to a half dozen flat cars, loaded with ties and steel and pushed by a locomotive, might be roughly described as two long runways fitted with rollers and endless chains, one attached to each side of the train of flats. The ties, un-

loaded from the cars, are carried forward in the runway of one side and the steel along the other to the exact point where they are needed in the track laying. As each pair of rails is laid the engine behind pushes the whole train forward another rail length. The rollers are run by a stationary engine on the front car.

The expense is greater when the machine is not used, and it is necessary to haul the ties by teams to the point where they are needed, but the work can be rushed a little faster.

Mr. Robinson is no stranger to the west, having served his apprenticeship in railroading upon the C. P. R., which he followed out as far as Kamloops. He was at that time foreman under Dan Mann. Mr. Robinson intends to secure an office here and to direct his work from Winnipeg as headquarters.

NEW ADVERTISEMENTS

WANTED.

Cook wants situation, either camp or survey. Apply A. Z., Bulletin Office. D-132-133-pd

FOR SALE.

A quantity of hardwood lumber consisting of oak, rock elm and maple. Apply to Wm. Aumger, Lacombe. Sw-52-53-D-132-137-pd

FOR SALE.

Good saddle pony and saddle. Pony weighs about 850 and is good stock horse. Will be sold without the saddle if buyer wishes. Apply A. H. H., Bulletin office. D-132-137-pd

Strawberries

We are now taking orders for

B. C. Strawberries

for preserving. Having made arrangements with some of the largest growers in B.C. for direct shipments we are prepared to fill all orders and will

Guarantee

every crate to be in good condition

ORDER EARLY as all orders will be filled in rotation

Hallier & Aldridge

Fruiters and Confectioners

Fire Insurance

Any person desiring Fire insurance, in town or country, would do well to see me.

I represent three of the best companies. Everybody should be insured against Fire.

LOANS

Made on Improved Property at the shortest notice.

Real Estate

\$5.50 per acre will buy 320 acres, payable half cash, balance 1, 2, 3 and 4 years.

\$2.50 per acre will buy 160 acres, \$10 per acre will buy 320 acres. All close to Edmonton.

Good building lots in every part of town. Several snags in dwellings and lots. Improved farms in different localities.

F. FRASER TIMS.

Commission Broker. Edmonton, Alberta. Secretary Treasurer Edmonton Board of Trade; also of Edmonton Industrial Exhibition Association, Ltd.

Edmonton Tent & Mattress Co.

ESTABLISHED 1895.

We Manufacture—

Tents,

Awnings,

Mattresses

Pillows

Hammocks

Flags and

Camp Supplies

A Special Department supplies Railroad Contractors' Supplies and Land Surveyor. Call and see our Settlers' Camping Tents

Store and Office Jasper Ave West, Edmonton

COAL

Best Furnace or Stove, \$3.50

Per Ton

Choice Nut, \$2.50 Per Ton.

S. H. SMITH & CO

Phone 225.

COAL

Wm. Humberstone

Leave Cash Orders With

W. F. Studebaker,

Phone 172

FOR SALE

Lots 17 and 18 in Block A (L 12) with small building on the ground

Jasper Ave., Edmonton

Offers wanted for above property. Apply to

STEELE BROS. Investments, Ltd.

Steele Block, Winnipeg. dtf



Going for Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Don't put yourself in this man's place, but keep a bottle of this remedy in your home. There is nothing so good for Colic, Cholera Morbus, Dysentery, and Diarrhoea. It is equally valuable for Summer Complaint and Cholera Infantum and has saved the lives of more children than any other medicine in use. When reduced with water and sweetened it is pleasant to take. You, or some one of your family, are sure to need this remedy sooner or later and when that time comes you will need it badly; you will need it quickly. Why not buy it now and be prepared for such an emergency? Price, 50 cents.

Excellent Board.

AND ROOMS

JAMES G SUGDEN

Queen's Ave., Edmonton

The Edmonton Sand-Stone Yard.

Always a quantity of Sand-Stone Rubble and Dimension on hand. Orders quickly filled. For further particulars apply to

JOHN OWZNS, Edmonton

J. BRUNELLE A. E. BRUNELLE

Joseph Brunelle & Son

Real Estate Dealers in Improved and Unimproved Farms and City Property

MONEY TO LOAN

P. O. Box 228, Edmonton, Alta.

Office two doors east of C. P. R. Express Office. D-1 mo.

Killen & Gilbert

Splendid Improved Farm for Sale.

Over 400 acres on Sturgeon river, 11 miles from town; good buildings, immediate possession if desired.

Improved and Wild Land in best Districts.

Lot, Seventh street West, \$500.

Lot between Victoria and McKay Avenues on Seventh Street, on easy terms, \$285.

Lot, Fourth Street West, \$125.

Corner on Victoria Avenue, \$550.

Best lots on Eighth Street West from \$500.

Other lots from \$100.

Houses and Main street properties.

Killen and Gilbert

Hazelwood Dairy

GET YOUR MILK FROM THE HAZELWOOD DAIRY

Prompt Delivery

Great Drop WHERE?

REVILLON FRERES

FLOUR

Tumbling Down In Price From Today

Hungarian Patent \$2 65
Strong Bakers \$2 25
Assiniboia \$1 65

Direct from Manitoba Mills.

We will Guarantee the Quality to be the Best That Money Can Buy.

BUY NOW

AS THESE PRICES ARE For One Week Only

We are also offering special value in Swifts celebrated BACON and HAM. A car load just arrived. Let all our stock of GROCERIES which is the largest in the West, is of the very finest quality.

We Lead, Others Follow

REVILLON FRERES

WAR NOTES

Rev. Murdoch MacKenzie, temporarily filling the pastorate at Westminster church, and who, for 11 years, was a missionary in China, is undoubtedly one of the best versed men in the country regarding the present war in the Far East.

Rev. Mr. MacKenzie has been a missionary in foreign countries for the past 15 years, having worked among the people of the yellow race for some eleven years, and, later, after having been driven out along with other missionaries in China by the Boxer uprising, he labored in India. At present he is filling the pulpit at Westminster church temporarily.

Having been so near the seat of war and being so well acquainted with the belligerent countries, Rev. Mr. MacKenzie can speak of the great conflict in a very intelligent fashion. Besides this the reverend gentleman receives weekly papers from China, giving vivid descriptions of the battles up to date, and well based prophecies as to the movements of the conflicting armies in the future. He also corresponds regularly with friends near the scene of the war, and in this manner obtains reliable accounts of the progress of the war.

The Chinese newspapers, which are printed in English, have their own correspondents at Port Arthur and other important places in the progress of the war, and being a comparatively short distance from there, are able to print vivid accounts of the important battles soon after they occur. With the aid of these papers and private correspondence, Rev. Mr. MacKenzie is in the closest possible touch with every movement of the two contending armies.

A representative of the Winnipeg Tribune secured an interview from Rev. Mr. MacKenzie, the subject of conversation being the all-absorbing war. In the course of an interesting conversation, the great missionary said, that in the very beginning, the Russians had broken so many pledges or treaties, that the sympathy of almost every civilized nation was with the Japanese. This is a great handicap—having the world against them—and if they have not felt the force of it up to date, they surely will before the end of the bitter conflict.

"It is China's war just as much as Japan's," said he, "and the outcome means fully as much to the former as to the Japs. Before the beginning of the war, it was asked of Russia that the integrity and independence of China and Korea be maintained, but they took occasion to eliminate the word China each time, simply granting half the request by allowing Korea her independence. From this it can be seen that China has a great deal at stake, and the defeat of her conquerors of several years ago would prove disastrous to her to say the least.

"The Russians are fighting to extend their already vast and ponderous territory, while the Japs are fighting for their existence.

"There is a great deal of difference in the sentiment and inspiration of the contending armies, thinks Dr. MacKenzie. There is always a right and a wrong to every question, and here it surely seems that the Russians are by no means in the right. The Russians during the past scores of years have become so accustomed to gradually extending their possessions without particularly strong protest on the part of their weaker neighbors, that they were doubtless greatly surprised when confronted by the comparatively small, but nevertheless determined Jap. The answer to the messages of the Japanese before the war broke out was greatly delayed; meanwhile the Russians were pouring men into Korea, a place which was being asked to evacuate. When Japan could endure it no longer hostilities began.

Mr. MacKenzie was asked as to the authenticity and truthfulness of the reports received in this country of the progress of the war, to which he replied that he considered that statements coming from Admiral Togo of the Japanese fleet were very correct, and that he considered him a truthful man when it came to reporting the movements of his ships and the results with which they met when encountering the enemy.

"Admiral Togo's advice compare very favorably with the reports of the battles sent out by the war correspondents of the battles. No doubt the Russians endeavor to cover up their losses, but we undoubtedly learn the truth regarding most of the pivotal moves of the two armies.

"Russia appears to be playing what might be called a waiting game, but it is apparent that her waits have all proved disastrous. As a rule being surprised at every turn and not ready for battle, the Russians have not been holding their own in battles fought so far. The Japanese follow the policy of hitting fast and hard while Russia says, 'Just wait until I get a half a mil-

lion men on the ground and things will be different."

Should Russia attempt to gather that number of men, all of whom would be forced to reach the seat of war by one railway, which would have to be guarded by an immense army of men, it would take so long and exhaust so much energy, that there would be nothing to fight for when she finally lined up for battle as she would like. The Japanese have surprised the enemy at every turn, and by many a clever ruse are piling up victories.

At the least provocation, China would no doubt take an active part in the conflict, as she now has 25,000 men on the border line, eager to assist the Japanese. It is probable that, as long as Japan is getting none the worse of the fighting, they do not want China's assistance, as this would reflect on the victory should Russia be overcome. On the other hand, if Russia should be victorious over Japan alone, nothing especially momentous will have been achieved, and affairs will practically stand as they did before the outbreak of hostilities.

A despatch says: The accurate news which the St. Petersburg correspondents of Paris newspapers send to their journals alternates with such erratic nonsense that it is difficult to decide in which class to place the report received yesterday that Gen. Kuropatkin is rushing southward to take Gen. Oku in the rear and secure Port Arthur, while Gen. Khabrovitch holds Gen. Kuroki in check.

The Daily Mail, whose Paris correspondent claims to learn from a well informed source apart from the French newspapers that Gen. Kuropatkin has begun moving south in a serious fashion, and that a serious battle is to be expected shortly, gives great prominence to the statement, and describes the movement as a desperate one, to which the Russian Commander-in-Chief is impelled by political pressure. According to this view Admiral Alexieff is the moving spirit, he having induced the Czar to force Gen. Kuropatkin into a dangerous line of action. If this is so, Gen. Kuropatkin, it is pointed out, is acting like Marshal McMahon, the French commander, when, in 1870, he yielded to Empress Eulenie and made the fatal attempt to join Marshal Bazaine at Metz, which led up to the disaster at Sedan.

That Gen. Kuropatkin is either conducting or directing some forward movement seems pretty certain. The Chefoo correspondent of the Express says that the main armies about Liao Yang are moving. The Russians are reported to be marching south under urgent orders from the Czar. Gen. Kuropatkin is striking out to a position slightly south-east of Liao Yang. His activity is caused by the steady creeping movement of the Japanese, who threaten to surround him unless he breaks out and offers battle. According to the correspondent, it is not considered that the southward march has any connection with the Port Arthur position, but is an attempt to restore the prestige of the Russian army. The Japanese have several cavalry brigades operating to the westward, who are in touch with the Russians. The Japanese are moving up infantry and guns from Feng Wang Cheng. The simultaneous advances of both armies causes the belief that a battle is imminent.

The St. Petersburg correspondent of the Daily News refers to the same movement, which, like some other correspondents, he represents to be the outcome of a conference between Gen. Kuropatkin and Admiral Alexieff. The News also makes Gen. Oku's rear the Russian objective, adding that Gen. Kuropatkin's advance guard is believed to be already rapidly nearing Kin Chow. This is obviously gathered from the same source as the Paris story, to the effect that the Russian vanguard is further south than Wa Fang Tien, which is 65 miles north of Port Arthur.

Finally there are Gen. Kuropatkin's own announcements of a Japanese advance from Kuan Tien, and Gen. Kuroki's report of activities of Al-Yang-Pien-Men and elsewhere northward of Feng Wang Cheng to show that it is very improbable that the Russian commander will remain inactive at Liao mander will remain inactive at Liao mander in view of recent events. So, while the curtain temporarily falls on the Liao Tung promontory scene, it appears about to rise on interesting, perhaps decisive, events further north.

According to information received from a high source in St. Petersburg important news regarding the Japanese plan of campaign which has reached the Russian authorities since the battle of Kin Chow causes the conviction that the advance of Gen. Kuropatkin and the activity of his scouts to the northwest and southwest of Feng Wang Cheng are parts of a well executed plan to prevent Gen. Kuropatkin from detaching a strong force to hamper Gen. Oku's operations on the Liao Tung peninsula. Under cover of

Gen. Kuroki's screens, it is added, part of the Japanese army landed at Tausikan will be moved southward into the peninsula, while Kuroki attempts to make Kuropatkin believe that he intends to force a decisive engagement with him. This information would tend to prove that the primary object of the Japanese campaign all along has been Port Arthur, and that once that fortress is in their hands, unless an exceedingly favorable opportunity to attack Kuropatkin is given, the Japanese plan is simply to make their tenure secure, and force the Russian commander to assume the defensive. Moreover, there is information to the effect that the Japanese propose to storm Port Arthur, with the briefest possible delay, to render the progress of the Russian ships impossible at the last moment, thus forcing the Russians to destroy them without subjecting the Japanese to the inevitable losses which must occur if the Russian squadron goes out for a last fight before going to the bottom. The previous repeated efforts of the Japanese to "work" the harbor have been as much with the view of this ultimate situation as for protecting landings.

Nothing is known in St. Petersburg of the Chefoo reports of fighting at Incheise, fourteen miles from Port Arthur, but the general staff hardly believes the enemy could have advanced so rapidly. The Admiralty denies the reports of the loss of two Russian torpedo-boat destroyers while laying the mines which destroyed the Japanese battleship Hatause. The officials say Port Arthur has been heard from since the Hatause was blown up, and if the report of the loss of the torpedo-boat destroyers was true they would have known it.

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LOCAL

—Train on time.
—Town council meets tonight.
—Saturday's Free Press contained an illustrated write-up of Ponoka.
—The Northwest Chronicle, a four page weekly published at Wetaskiwin, is the latest venture in Northwest journalism.
—The Northwest Chronicle, a four Secord's new block is practically done and the stone cutters have been busy for the past few days preparing the stone for the basement walls.
—The regular meeting of the Woman's Christian Temperance Union will be held in the Young Men's club room (old Methodist church) at 5.30 to-morrow afternoon. A full attendance of members is particularly requested.

—The rink theatre will be opened on Monday, June 30th, with a promenade concert by the "Apollo Orchestra." Twenty-five cents admission. These concerts are to be continued every Monday and should be very popular.
—"Oregon" is the title of a handsomely illustrated 96-page booklet, descriptive of the resources and industries of the great State of the North Pacific Coast and the inducements it offers to settlers and investors. There are chapters, also, on the States of Washington, Idaho, Montana and Wyoming. Several pages are devoted to the Lewis and Clark Centennial Exposition, which will be held at Portland in 1905 to celebrate the 100th anniversary of the exploration of the Oregon Country by Captain Lewis and Clark, commanding a Government expedition which had been commissioned by President Jefferson.

—The following details of the capture of Laframboise were taken from the Saskatoon Phoenix. Laford had had been heard of in this (Saskatoon) district on Friday last and it was known he had crossed the river. The Corporal sent two of his men, made up as cowboys, in the Dundurn direction. In the meantime hunger drove the prisoner back and he made his way to the survey camp, where he was captured and taken to Prince Albert on Monday night, and where he will have to stand another trial. The unfortunate said he was glad to be in the hands of the law again—hunger proving a harder task master than the gun officials.

—Arrangements are being made by the Winnipeg fair management for a reunion of the heroes of the Red River expedition of 1870. Only twice since the memorable event have the surviving members of the expedition gathered together—once ten years ago and the summer following. On both occasions the event was celebrated in Winnipeg, and those in the province of Manitoba, eligible to admittance into the ranks of the Red River expedition veterans, numbering about sixty on each occasion, were present. The plans now are to hold the reunion during the first week of the Dominion exposition, probably on Thursday. The committee in charge of the arrangements have the names of fifty veterans in the province, so that the number to visit the city at that time will probably number half a hundred. The old soldiers will attend the exhibition in a body during the day, while in the evening they will sit down to an elaborately prepared banquet which will be served in some hall not as yet arranged for. It is the intention of those in charge of arrangements to make this reunion of the veterans the most enjoyable yet held, and unless plans miscarry this will surely be the case, as nothing will be left undone which will tend to help the "vets" to have a good time.

PERSONAL

Nurse Trifles returned from Wetaskiwin last night.
Chief Justice Sifton, returned to Calgary this morning.
Miss Elliott returned to Calgary this morning after spending several days in town, the guest of Mrs. F. Oliver.
Mr. and Mrs. F. A. Neher left this morning to spend their honeymoon in Southern Alberta points. They will return in a short time to reside in town.
Mr. Wm. Thomson, manager of Trilux-Wood Co.'s store at Coar Creek, B. C., with his wife and son, came in Saturday evening on a visit to his uncle, Dr. Whitelaw.

HOTEL ARRIVALS

WINDSOR—
T. C. Watson, Olds.
K. W. MacKenzie, Town.
Wm. Short, M. Teyrull, New York.
J. R. Barnes, R. G. Hall, Winnipeg.
L. A. McCarter, Mrs. McCarter, Wetaskiwin.

P. M. McCarter, Mrs. McCarter, Mo-ville, Iowa.
J. McKay, Lacombe.
M. D. Golden, Calgary.
S. H. Lee, Toronto.
R. R. Sutherland, Leduc.
Mr. and Mrs. DesJardins and daughter, Roseland.

QUEBEC

J. M. Moran, N. Thomas, Ft. Sask.
D. Gillies, C. Gorman, St. Albert.
G. A. Clapp, N. A. Ross, East Clover Bar.
R. Walters, Calgary.
Mr. and Mrs. Barber, Montreal.
A. W. Swenson, S. A. Eastling, Hs-bee, N. D.
P. Conliff, Glasgow.

ALBERTA

A. C. Mitchell, Winnipeg.
A. E. Graham, B. J. Saunders, Town.
A. W. Tennant, Calgary.

OFF FOR FORT PITT

The gasoline launch Alberta Belle leaves this afternoon with a small party of passengers for Fort Pitt. As the water in the river is high the intention is to make Victoria for the night, tie up there and proceed to Fort Pitt tomorrow. A stay of a day or so will be made at Fort Pitt and the launch will return with a load of return passengers.
As the launch has a speed of fifteen miles an hour with the current it is expected the down trip can be made in practically one full day and the return trip in about twice that time. Should the traffic appear to warrant it, this will probably be the first of a series of trips to be made by the launch during the summer.

THE JEAN BAPTISTE CELEBRATION

The celebration of St. Jean Baptiste day, June 24th, will be held this year at Lamoureux. Following is the programme for the day:—
Procession, 10 a.m.
Mass, 11 a.m.
Banquet at the close of mass.
Speeches, 2 p.m.
Convention, 3.30 p.m.
Concert, 5 p.m.
Supper, 7 p.m.

REFRESHING SHOWERS

The showery weather which began on Sunday evening, continued until this morning, a considerable amount of water falling which will do much good to the crops. Already the trees and gardens in town show the benefit of these timely showers and the grain crops throughout the country doubtless have been benefitted proportionately. This morning the clouds broke away and bright, cool weather succeeded the rain.

THE PROBS.

The weather yesterday throughout the Territories was showery, fine weather prevailing in Manitoba. The outlook is for continued cool and showery weather in the Territories, which may spread to Manitoba.

THE WEATHER

Tuesday, June 7th.
Maximum 61.
Minimum 41.
Moon 51.
Barometer 29.86.

MARRIAGES

NEHER-TIMM.—At Edmonton on Tuesday, June 7th, by Rev. Father Jun. F. A. Neher to Miss Emma Timm, both of Edmonton.



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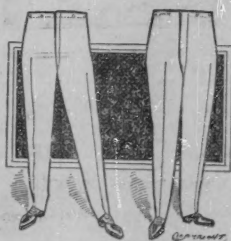


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